

FY 2004

NORTHERN COMMAND

SAFESTAT REPORT

Nevada Highway Patrol

Major Robert Wideman

Overview

The Northern Command was faced with a number of challenges this year. The Command had to adapt to a reduction in manpower, increased population, increased traffic and unprecedented road construction. The rebuild of the "Spaghetti Bowl", resurfacing of numerous roads and redesign of the North McCarran/Clear Acre interchange are just a few examples.

The men and women of the Northern Command rose to this challenge and were successful in many ways. With a population increase of over 10,000 people in the command, and the related traffic increase due to their vehicles the traffic crash rate only increased 0.6%. The severity of the traffic crashes that occurred were reduced as well. There was a reduction of 11.8% in total number of fatal crashes and a reduction of 18 persons killed on the roadways of the Northern Command.

Sadly over 61% of the people killed on Northern Command roadways were not wearing their seatbelt. For this reason the northern Command instituted an increased enforcement of restraint violations earlier this year. The Northern Command increased the enforcement of occupant restraints by 22.9%. This program may have contributed to a reduction of 28% in the number of un-seatbelted deaths.

Even with the reduction in personnel in the Northern Command the overall activity rate increased by 5.6% with an increase of speed violations cited of 14.1%.

As stated earlier the Northern Command suffered a loss of personnel, this equates to a reduction of overall hours worked by Northern Command personnel of 1.9%. This percentage number does not seem large until you realize that it is equal to 3,233 hours of work.

As stated earlier we have had slight increases in overall crashes as well as good increases in activity. This shows that the men and women of the Northern Command are doing more work with less resources to accomplish those tasks. The levels of work hours lost are down when comparing this year to last. Overall man hours lost is down 17.3%. Overtime is down as well being reduced by 12.4%.

It has been a good year overall and the Northern Command will continue to work hard to improve on the work done this year.

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CRASH ANALYSIS AND OVERVIEW

	FY 2004		FY 2003	% Change
Total Crashes	4188		4162	0.6%
Property Crashes [including commercial vehicles]	2827		2833	-0.2%
Injury Crashes [including commercial vehicles]	1313		1278	2.7%
Fatal Crashes [including commercial vehicles]	45		51	-11.8%
DUI Crashes [DUI charged]	152		191	-20.4%
Total persons killed in fatal crashes	48		66	-27.3%
Total drivers killed without seatbelts	18		25	-28.0%
Total passengers killed without seatbelts	4		18	-77.8%
Total drivers killed with seatbelts	11		13	-15.4%
Total passengers killed with seatbelts	3		5	-40.0%
Total persons killed - seatbelts not applicable	12		NA	NA
Total number of commercial vehicle crashes	136		56	142.9%
Property crashes involving commercial vehicle	93		38	144.7%
Injury crashes involving commercial vehicle	40		16	150%
Fatal crashes involving commercial vehicle	3		2	50%

Percentage of fatal crashes to total crashes 1.1%

Percentage of DUI crashes to total crashes 3.6%

Percentage of persons killed *without* seatbelts to total persons killed 61.1%

Percentage of commercial vehicle crashes to total crashes 3.2%

Crash Analysis:

Northern Command Overall

The Northern Command had a very successful year overall in the category of traffic crashes. Although the Command showed an overall increase in crashes, the increase was less than the population growth in the area. This command had an increase in population of approximately 1.78% (refer to the table below) which equates to an increase of 10,245 people. With this increase in population the command only had an increase of 0.6% in overall crashes. The Northern Command was also successful in reducing the number of fatal crashes by a significant 11.8%. This means that 18 less people died on the roads of Northern Command.

Sadly over 61% of the people killed on Northern Command roadways were not wearing their seatbelt. For this reason the northern Command instituted an increased enforcement of restraint violations earlier this year. As will be shown later in this report the Northern Command increased the enforcement of occupant restraints by 22.9%. This program showed a reduction of 28% in the number of un-seatbelted deaths.

The numbers for crashes involving commercial vehicles has risen sharply. This rise is due to improved reporting of crashes involving commercial vehicles and not necessarily an increase in actual occurrences.

Total Increase in Population 2003 to 2004 *

Carson City	405	0.70%
Churchill	557	2.20%
Lyon	2,173	5.30%
Storey	-24	-0.70%
Washoe	6,441	1.70%
Douglas	693	1.50%
Total	10,245	1.78%

* Source: Nevada State Demographers Office

Reno Urban

The Reno Urban area experienced success in the overall crash picture with the total number of crashes decreasing by 2%. Although this does not appear to be a great percentage, this resulted in 49 fewer crashes. We continued throughout the year to address the high accident areas, high accident times and days of the week. We have found success though aggressive patrol and the implementation of the motorcycle program. The highway construction projects in the Reno Urban area and the continued population growth which should have adversely affected the total number of crashes. However, we not only overcame the eminent increases in crashes but we reduced them overall.

Carson / Tahoe / Minden

Crashes increased in almost every category. Total crashes increased from 1132 to 1182, or 4.4% over last year. Property crashes increased from 752 to 776, or 3.2%. Injury crashes increased from 370 to 392, or 5.9%. Injury crashes accounted for 33% of the total number of crashes investigated. Fatal crashes increased from 10 to 14. The only positive note is that DUI crashes dropped from 56 to 41. The population in the area continues to grow by about 4%.

Fernley / Fallon

For the second year in a row, the Fernley/Fallon District continues the trend of reducing traffic collisions and the carnage associated with them. Although the Fernley/Fallon District did increase the total number of crashes by just two more crashes this year compared to last year, the total picture is very impressive. Injuries and deaths associated with traffic collisions were greatly reduced compared to last year. Injury crashes decreased 12.7% and fatal crashes decreased 48.3% when compared to last year. Persons killed in crashes decreased 52.8% which equates to 19 fewer deaths this year compared to last year. This is a true testament to our enforcement plan and the hard work of the area trooper's collective efforts!

FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

	FY 2004		FY 2003	% Change
DUI arrests from crashes **	152		191	-20.4%
DUI arrests <i>prior</i> to crashes **	1092		1317	-17.1%
Other Arrests	4947		5856	-15.5%
Total persons arrested (DUI included) **	2265		2603	-13.0%
Speed violations	24501		21472	14.1%
Hazardous moving violations	8708		9962	-12.6%
Occupant restraint violations * **	4823		3923	22.9%
Total violations [above violations included]	60294		57079	5.6%
Commercial Enforcement				
Hazardous moving violations - citations/arrests	166		138	20.3%
Other traffic violations - citations/arrests	326		642	-49.2%
Total safety inspections [level 1, 2, 3, 4 & 6]	6267		5140	21.9%
Terminal inspections [level 5] CR only				
Total safety violations -- citation	3560		2977	19.6%
Total safety violations -- repair order	11533		18934	-39.1%
Total vehicles placed "Out of Service"	935		2191	-57.3%
Total drivers placed "Out of Service"	297		303	-2.0%
Total school buses inspected	1361		1130	20.4%
Total school buses placed "Out of Service"	275		179	53.6%
Total trucks weighed	3491		3778	-7.6%
Total overweight citations	383		327	17.1%
Total dyed fuel inspections	4672		1791	160.9%
Total dyed fuel citations	34		35	-2.9%

* Seat belt and child restraint

** Commercial Enforcement Activity Included

Note: There were 11 arrests due to the driver of the vehicle involved in a crash being intoxicated and 12 crashes with an intoxicated driver. The reason there are less DUI arrests than DUI crashes is that one of the fatalities was the intoxicated driver.

Field Enforcement Analysis:

Northern Command Overall

There are two statistics that stand out in the enforcement category. First is the number of traffic crashes that involved an intoxicated driver. The total number of occurrences involving an intoxicated driver dropped by 39, or 20.4%. Second is the number of arrest for intoxicated drivers prior to crashes. This number dropped by 225 arrests, or 17.1%. These two numbers when looked at together show a great trend. With the drop of both of these numbers it shows that the total number of intoxicated drivers on the roads of the Northern Command has dropped.

As was discussed earlier the number of occupant restraint violations increased by 22.9%. The northern Command implemented a strict enforcement policy towards this violation. It showed good results with increased voluntary compliance by the public.

The northern Command also showed increases in the enforcement of speed violation up 14.1%.

Reno Urban

The enforcement activity for the Reno Urban area has an appearance of being low compared to last year. However, the number of assigned personnel to the urban area has decrease. Across the board in all categories activity was down over 20%. Reno urban experienced a decrease of assigned manpower due to reallocation of resources to the Las Vegas area. There were several troopers that were assigned to background and other administrative assignments to supplement the needs of the Division. Their much needed efforts in those areas were crucial but this did not allow them to produce enforcement activity. The Troopers working the Reno area handled more accidents per person while maintaining an acceptable level of activity during available patrol times.

Carson / Tahoe / Minden

The enforcement efforts for the year were mixed. The average number of violations cited per trooper improved over the fiscal year. The 1st quarter saw the average per trooper at 91, the 2nd quarter at 98, the 3rd quarter at 101, and the 4th quarter at 96. Last year troopers cited only 56.6 violations per month. The total number of persons arrested declined by 27.2%. Total violations increased by 16.1% over last year, with the 19.3% drop in time worked, the increase is very impressive. Seatbelt citations also increased by 43.7%

Fernley / Fallon

The Fernley/Fallon District reports an impressive 35.9% increase in total violation this year compared to last year. The implementation of a concentrated enforcement plan on accident causing violations did in fact reduce the severity of our crashes, thereby reducing the number and severity of injuries or deaths from vehicle crashes. The enforcement plan targeted speed violations, hazardous moving violations and occupant restraint violations (seatbelts.) Through hard work and personal dedication from the Fernley Fallon District troopers, the district increased speeding violations by 26.3% compared to last year. Hazardous moving violation increased 39.4% compared to last year and occupant restraint violations increased 130.4% compared to last year. For the second year in a row, this enforcement plan has proven that increased enforcement can reduce the severity of crashes. Although D.U.I. arrests are down 17.7% compared to last year, D.U.I. crashes are down 19.6% compared to last year.

Commercial Enforcement

Field Enforcement Activity improved in almost all areas. The improvements are due in part to the increases in the inspection goals but a larger factor is the response of the commercial enforcement personnel to step up and accept the challenge of the increased inspection goals. Inspections activity increased 26.7%, Safety Violations 14.8%, Repair Orders 86%, Vehicles OOS 38.3%, Drivers OOS 0.3%, School Bus Inspections 23.3%, School Bus OOS 60%, Trucks Weighed 0.4%, Overweight Citations 14%, and Dyed Fuel Citations increased 17.2% over last year. The increases in the Dyed Fuel activity are directly related to the directive to check all diesel vehicles for fuel tax evasion violations when inspected.

STAFFING AND WORK HOURS

STAFFING	Total Authorized positions		Current positions staffed		Vacancy Rate	
	FY 2004	FY 2003	Administrative Assignment	Field Operations	Positions Vacant	Vacancy Rate Percentage
Traffic [Tpr. & Sgt.]	88	89	12	76	0	0.0%
Commercial [Tpr. & Sgt.]	18	19	0	15	3.0	16.7%
Commercial CVSI	3	3	0	3	0	0.0%

BELOW WORK HOURS ARE FIELD OPERATIONS PERSONNEL ONLY

WORK HOURS LOST	FY 2004		FY 2003	% Change
Annual leave	11126.5		12664.0	-12.1%
Compensatory leave	5431.63		6648.0	-18.3%
Sick Leave [personal and family]	9270.97		14175.0	-34.6%
Military leave	2376.0		901.0	163.7%
Holiday off	1513		1189.0	27.2%
Training	16348.83		14353.0	13.9%
Administrative leave	220.80		5615.0	-96.1%
Leave without pay	212.0		716.0	-70.4%
Total work hours lost	46499.74		56261.0	-17.3%

OVERTIME	FY 2004		FY 2003	% Change
Paid overtime claimed	15565.90		17798.0	-12.5%
Compensatory overtime claimed	2828.14		3190.0	-11.3%
Total overtime hours	17394.04		20988.0	-12.4%

TOTAL HOURS WORKED	FY 2004		FY 2003	% Change
Number of authorized positions x 173 hours*	195520.0		205920.0	-5.1%
Work hours lost	46499.74		56261.0	-17.3%
Overtime	18394.04		20988.0	-12.4%
Total hours worked	167414.3		170647.0	-1.9%

* 173 hours based upon 2080 work hours per year divided by 12 months

Note: During the three reporting periods listed on this report the process used to complete staffing calculations has changed. The above information has been adjusted to reflect the method currently used. Only troopers and sergeants that actually work in field assignments are used to calculate "Total Hours Worked" staffing times.

Staffing and Work Hours Analysis:

Northern Command Overall

The Northern Command is suffering a loss of manpower for a number of reasons. Primarily the decrease in manpower is due to reallocation of personnel to the Las Vegas area. The Southern Command suffers from extreme population growth and the addition of personnel to their ranks was needed to supplement their prior allocation. The Northern Command has also been required to supply support to numerous administrative functions throughout the state. Personnel were assigned to the complete background investigations, Headquarters support and other special projects. The Northern Command also has personnel who are serving our country in various roles in the military.

These reductions equate to a reduction of overall hours worked by Northern Command personnel of 1.9%. This percentage number does not seem large until you realize that it is equal to 3,233 hours of work.

As stated earlier we have had increases in overall crashes as well as activity. This shows that the men and women of the Northern Command are doing more work with less resources to accomplish those tasks. The levels of work hours lost are down when comparing this year to last. Overall man hours lost is down 17.3%. Overtime is down as well being reduced by 12.4%.

Reno Urban

The Reno Urban area showed a decrease in all areas of leave usage. The only exception to this was in the area of Military leave. The Northern Command continues to have troopers serving country and for their service we commend them. Even with the reduction in manpower the total number of hours of overtime was down 23% as compared to last year. This represents a saving of approximately \$112,008. This was primarily due to the sergeants monitoring the troopers and proper scheduling.

Carson / Tahoe / Minden

Staffing levels were reduced by 5, (24 to 19) from FY 2003 to FY 2004. One sergeant and one trooper remain on administrative assignments. One trooper was gone for 6 months on military assignment. Total work hours lost decreased by 28.6% compared to last year. The reduction was due in large part to a 46% drop in annual leave, and a 42% drop in compensatory leave taken. Overtime hours worked also dropped by 26%. Total hours worked dropped by 19.3% from last year. Two troopers filled in as acting sergeants for a combined time of 6 months, further reducing the amount of troopers working the road.

Fernley / Fallon

The Fernley Fallon District lost one trooper position allocated to the Lovelock area. This position was used to increase the Northern Command lieutenant staff levels. Total work hours lost this year decreased 17% compared to last year. Overtime hours also decrease 19.8% or 934.2 hrs which equates to a savings of over \$36,000 this year. The Fernley/Fallon District reduced sick leave usage by 37.7% or just over 1000 hrs compared to last year. Holiday hours off increased 57.9% ; this allowed trooper to participate in more holiday activities with their families as opposed to working cancelled days off.

Commercial Enforcement

Commercial Enforcement is operating at 76.3% of the allocated manpower strength. Overall work hours lost decreased 2.7% as compared to the previous year although training increased 57.8% as compared to the previous year. Annual leave decreased 13.5% and sick leave decreased 2.6%. The increase in training was due to several commercial troopers attending commercial training courses which were 40-80 hours in duration.

Overtime decreased 11.9% as compared to the previous year and total hours worked decreased 16.9%. This is noteworthy because the commercial goals increased during this period and are being met with no increase in the workforce.

With the ongoing vacancies in commercial enforcement due to promotions and transfers, commercial enforcement troopers continue to excel in work productivity. The commercial sergeant worked closely with their personnel to monitor their activity as well as the commercial goal achievements. The commercial section has continually demonstrated their ability to achieve the desired results even with a 28% vacancy rate.

RATIOS – ACCIDENT AND ENFORCEMENT

ACCIDENT RATIOS	FY 2004	FY 2004 w/o Sgts
Ratio of crashes per Traffic position		
Total	55.11	65.44
Property	37.20	44.17
Injury	17.28	20.52
Fatal	0.59	0.70
DUI	2.0	2.38
Commercial vehicle	1.79	2.13
Ratio of deaths per fatal crash	1.07	
without seatbelts	0.49	
with seatbelts	0.31	

FIELD ENFORCEMENT

Ratio of enforcement per Traffic position		
DUI arrests from crashes	2.0	2.38
DUI arrests <i>prior</i> to crashes	14.37	17.06
Other Arrests	65.09	77.30
Total persons arrested (DUI included)	29.80	35.39
Speed violations	322.38	382.83
Hazardous moving violations	114.58	136.06
Occupant restraint violations	63.46	75.36
Total violations	793.34	942.09

Note: The accident and enforcement ratios are calculated above in two ways. First, both the troopers and sergeants are included in the staffing to reach the numbers listed. Second, the sergeants are removed and only the trooper staffing is used to calculate the ratios.

RATIOS – COMMERCIAL ENFORCEMENT

INSPECTION / ENFORCEMENT RATIOS

FY 2004

Ratio of inspections and enforcement per Commercial position

Hazardous moving violations - citations	*	11.1
Other traffic violations - citations	*	21.7
Total safety inspections [all levels]		348.2
Terminal inspections TIP		0.0
Total safety violations -- citation	*	237.3
Average safety violations per inspection -- citation		0.6
Total safety violations -- repair order		640.7
Average safety violations per inspection -- repair order		1.8
Total vehicles placed "Out of Service"		51.9
Average vehicles placed OOS per inspection		0.1
Total drivers placed "Out of Service"		16.5
Average drivers placed OOS per inspection		0.04
Total school buses inspected		75.6
Total school buses placed "Out of Service"		15.3
Total trucks weighed	*	232.7
Total overweight citations	*	25.2
Total dyed fuel inspections	*	311.5
Total dyed fuel citations	*	2.3

* Commercial sworn only

AIRCRAFT OPERATIONS

Following is the cumulative and comparative summary of Air 1's flight activities for the fiscal 2003/2004 year to date.

Total hours flown:		This Year	Last Year	Change
Time over Sites.....		242.1	288.4	- 10 %
Time en route to Sites.....		100.5	186.6	- 44 %
Prisoner Transports.....	(15)	62.4	(13) 56.5	+ 46 %
Prisoner Extradition.....	(2)	14.3	(4) 38.6	- 54 %
Personnel Transports.....	(7)	36.0	(10) 47.9	- 16 %
Maintenance.....		16.2	22.9	- 32 %
Pilot Training.....		7.7	33.8	- 77 %
Observer Training.....		3.8	-	+ 100 %
Burning Man Patrol.....		11.8	27.4	- 57 %
Air Shows.....	(8)	14.8	(4) 4.1	+ 292 %
Court.....		1.5		+ 100 %
Miscellaneous.....		9.8	16.0	- 30 %
Total:		520.9	722.2	- 28 %
Enforcement missions flown:	84	102	- 18%	
Total enforcement activity:		3168	3373	- 6%
Activity per flight hour:		13.1	12.9	+ 2 %



PUBLIC RELATIONS COORDINATOR

This past year the title of Public Information Officer (PIO) has transitioned to the new title of Public Relations Coordinator (PRC). The concept of this newly named position is to allow one person from Northern Command to coordinate any and all media events, interviews, or functions that are requested of our agency. The PRC is responsible for overseeing that these events are scheduled and staffed accordingly and to assure the depiction of the Division as a professional agency and to make it as publicly visible as possible.



The Northern Command has trained a total of 36 sworn and non-sworn personnel as public information officers. These newly trained PIOs are qualified to handle any media inquiries that arise. With the implementation of the new PRC position, this has reduced excessive overtime that was once dispersed to a single trooper. Today there are PIOs available on every shift, 7 days a week, 24 hours a day.

During this past year, the Public Relations Coordinator office has started giving daily traffic reports on one of Reno's AM radio stations. Additionally, on this same station, we are part of the weekly one hour radio show called "Trooper Talk". This show is broadcasted live every Tuesday at 4:00 pm and to date 25 shows have been done. This is a talk show that allows listeners the opportunity to learn more about the Division as well as to call in and ask questions.



Throughout the year the Public Relations Coordinator office has facilitated the teaching of numerous driver education classes to the local schools in the Reno-Sparks and Carson City area. A few of the extremely positive events that NHP staff have attended include "Shop with a Cop", "Tip a Cop", "IGT Safety Expo", "Salvation

Army Turkey Drop", just to name a few. In June 2004, 12 uniformed members presented a 20' X 40' American flag during the opening ceremonies of the Reno Rodeo. This was a very positive and patriotic event which was seen by thousands of spectators.

The coming year has several events already planned and should prove to be a very busy one giving the Division even more exposure.



COMMUNICATIONS

Many positive changes have occurred within the communications center during this last year. PSD's have attended various training classes. The communication center has created a training committee to assist with the new trainees and in service training. A very successful morale committee has been



established and it is responsible for revising the Dispatcher of the Quarter to what we have today. Both the training and morale committees meet on a regular basis and many positive programs and ideas have been initiated.

This is the first year that extensive statistical information has been compiled. This data helped us to identify the need for added positions to appropriately handle the Las Vegas allied traffic. Las Vegas NHP preferred to keep their positions and took back the allied traffic towards the end of last year. This allowed our communication

center to switch over to a primary/secondary radio system on the NDOT 800MHz frequencies. We also implemented a new case numbering system by utilizing the incident numbers within CAD. We were advised that The Department of Emergency Management has started to build a new facility in Carson City, which will house the Northern Command Dispatch Center.





Trooper Doug Kassebaum
Finalist - 2003 Trooper of the Year
International Association of Chief's of Police



On July 5, 2003 at 4:35 am, Trooper Doug Kassebaum was on duty and on patrol. He was flagged down by a private citizen. The citizen frantically informed him of an accident that he had witnessed 6 miles north of their location. The citizen informed him that there was a large fire associated with the accident. Trooper Kassebaum informed dispatch and started to respond promptly. As Trooper Kassebaum responded toward the accident scene, he observed a large plume of black smoke rising over the top of the hill.

Trooper Kassebaum made the curve in the roadway and observed a commercial tanker truck on the side of the roadway. He observed another vehicle that was fully engulfed in flames along with another vehicle very close to the engulfed vehicle. As Trooper Kassebaum's in car camera recorded the horrific scene, he exited his vehicle and started into action.

Trooper Kassebaum would later learn that an intoxicated driver had drifted off the roadway around a blind curve. The driver overcorrected his vehicle and crossed the centerline and was "t-boned" by a vehicle being driven by a man on his way to work. The intoxicated driver was in the fully engulfed vehicle and was deceased upon Trooper Kassebaum's arrival.

As Trooper Kassebaum exited his patrol car, he heard loud screams from one of the vehicles. The voice was screaming for help and the sound was coming from someone obviously in extreme pain. Trooper Kassebaum instantly ran back to his vehicle to get his fire extinguisher and returned to the fiery vehicles. Upon approach, he noticed that the flames from the fully engulfed vehicle had spread to the other vehicle.

Trooper Kassebaum felt the extreme heat from the engulfed vehicle and hairs on his forearm began to singe as he fought to get closer to the driver. The fire had spread onto the hood and in the engine compartment of the second vehicle. He noticed a small amount of fire was creeping through the dashboard and was going to make its way to the male driver. The male that was on his way to work, was trapped behind the steering wheel due to the impact. He continued to scream in pain and in fear as he began to feel the extreme heat from the spreading fire.

Trooper Kassebaum used his fire extinguisher in an attempt to extinguish the dashboard fire. After completely using the contents, the flames were temporarily quelled but were not out. He ran back to the commercial tanker truck and spoke to the driver who had stopped to help. Trooper Kassebaum used the Trucker's fire extinguisher and again tried to put out the impending flames, again to no avail.

Due to the remote distances in Rural Nevada, it is not unusual for Troopers to handle emergencies for extended periods of time waiting for Volunteer Ambulance and Fire personnel. This day was no different. Fire and additional law enforcement had been summoned, but had not yet arrived and Trooper Kassebaum was still solely in command of the critical scene. Trooper Kassebaum again approached the extremely hot vehicle while the driver continued to scream for help. Trooper Kassebaum cut the seatbelt and attempted to pull the man free from the vehicle. The male was securely trapped in the vehicle and would need mechanical extrication. Trooper Kassebaum continued to put himself in harms way to make this attempt, but the feelings of desperation were coming over him as well.

Trooper Kassebaum then solicited the help of the commercial truck driver. Trooper Kassebaum began grabbing hand fulls of dirt and sand from the side shoulder of the roadway. Trooper Kassebaum and the truck driver began throwing dirt onto the creeping flames in an attempt to prevent their spread. Trooper Kassebaum was within several feet of the engulfed vehicle and the heat was intense. Trooper Kassebaum continued to bear the intense heat and threw dirt on the floor board and dashboard of the vehicle for another 14 minutes continuously, until fire and rescue personnel arrived. While voluntarily placing himself at risk, Trooper Kassebaum was able to keep the fire from spreading into the entire passenger compartment buying precious minutes of time, and allowing rescue personnel to arrive and extricate the badly burned but still alive driver. The driver was transported to a burn hospital by helicopter for treatment and survived his injuries.

If it not for the quick thinking and commitment to preservation of human life of Trooper Kassebaum, the fire would have certainly spread to the entire vehicle thereby resulting in the death of another human being. Trooper Kassebaum placed himself in a very dangerous situation; he risked personal safety to save another's life. When traditional methods of fire prevention were ineffective, he did not wait for fire personnel or panic. Trooper Kassebaum calmly thought of other options and was able to prevent the spread of flames to the passenger compartment. Although the scene was horrific, and the driver's screams for help added to the desperation, Trooper Kassebaum maintained his calm and resorted to his training and natural instinct to save the man's life. In a situation in which minutes felt like hours, Trooper Kassebaum used every minute to the fullest.

The distinctive accomplishments of Trooper Kassebaum, while voluntarily risking his life, reflect great credit upon himself, the State of Nevada and the brotherhood of Troopers across the United States. Trooper Kassebaum's dedicated actions are worthy of recognition. The Nevada Department of Public Safety recommended Trooper Doug Kassebaum for selection as the IACP 2003 Trooper of the Year.

Trooper Kassebaum is an 8 year veteran of the Department of Public Safety, Highway Patrol Division. Trooper Kassebaum is married to Margie and together they have a daughter Kamilla. Trooper Kassebaum makes his home in Yerington, Nevada.



Trooper Kassebaum is presented an award from the US Senate for his actions. The award was presented by Senator John Ensign in a ceremony attended by the Trooper Kassebaum's entire chain of command.



**Department of Public Safety
Nevada Highway Patrol
Northern Command**

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Major Robert Wideman
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Captain Jacquelyn Sandage
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Lieutenant Jerry Seevers
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Lieutenant Roger Vind
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Lieutenant Jim Peterson
Reno Urban

Lieutenant Carl Johnson
Commercial

Lieutenant David Asp
Administration